GrummanWorld

Volume 4, Number 11 October 25, 1985

Gotcha! *The F-14 Tomcat made front page news in the recent interception of the Egyptian airliner carrying four hijackers of the cruise ship* Achille Lauro. *Four F-14s, two E-2C Hawkeyes, and two KA-6D tankers – all from the* U.S.S. Saratoga *– participated in the mission. This* Newsweek *cover shot was taken by Grumman photographer Gerry Costello. Rich Breunig's photo appeared inside* Time *magazine.*

Grumman Appoints 16 New Division Officers

On Thursday, October 17, the Grumman board of directors appointed 16 people to new posts as division officers.

The recent awarding of several major contracts and the continuing realignment of the corporation prompted the following division appointments:

Aircraft Systems

Norm Reinertsen, vice president, Operations Analysis.

Tom Lahey Jr., vice president, Milledgeville Operations.

Jim Reed, program vice president, Consolidated Automated Support System (CASS).

Allied Division

John Ohler, vice president, Marketing.

Frank Rizzo, controller.

Data Systems

Gerry Sandler, senior vice president, Information Systems.

Howard Broderson, vice president, Business Operations.

Al Picarelli, vice president, Program Management.

Electronics Systems

Steve Dely, vice president, Administration/Resources.

Charles Esposito, program vice president, Intermediate Forward Test Equipment (IFTE).

Melbourne Systems

Albert Verderosa, president.

Dan Terry, program vice president, Joint STARS.

Arthur Hudson Jr., controller.

St. Augustine

Douglas Hunsworth, controller.

In addition, the board approved the elections of William Bruns as vice president of Grumman Emergency Products, an operating unit of the Grumman Allied Division, and Joseph DeRiso, as treasurer and controller of Grumman International. ■

Hottest Boat Of Year: 100th Pearson 36 Launched

It's being touted as the "hottest selling boat of the year," by national yachting magazines. The boat in big demand is the Pearson 36 sailboat. Pearson Yachts, an operating unit of the Grumman Allied Division, recently reached a production milestone when it launched its 100th Pearson Model 36 at the company's Portsmouth, R. I. plant.

"Our dealers are selling them as fast as they arrive on the lot," says Ched Gladding, director of marketing for Pearson. In order to keep up with customer demand, Pearson has begun increasing its production capability with double tooling for the Model 36, a production first for the company.

The Pearson 36, launched in September 1984, is the first of three cruiser/racers with a new "European" interior. These interiors are roomier than the traditional sailboat cabins.

Gladding says he expects a smaller version, the Pearson Model 28 which was introduced in April, to follow the sales of her bigger sister. Already, 70 Model 28s have been sold.

A third design in the series, Model 33, has also been selling well. Since it was christened in August, over 40 orders have been received.

In addition, Pearson recently launched its 300th Model 303 – a 30-foot cruising boat. It has also been a big seller. Only six months after her launching in the spring of 1982, over 70 sailboats had been sold. ■

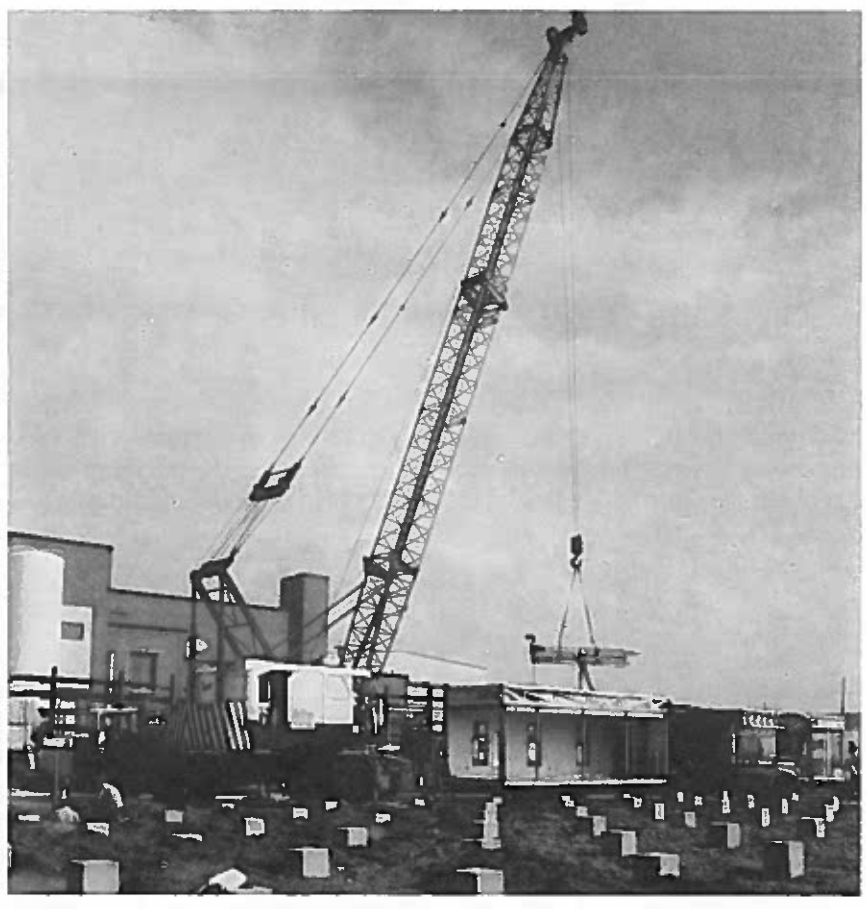
Big Demand For GDSI's CAD Drafting Course

The first class of Grumman Data Systems Institute's new Computer-Aided Design (CAD) and Drafting course almost sold out the week it was introduced.

"There was a tremendous response," says Phil Cincotta, GDSI manager of Sales and Marketing. The first ad ran in Long Island's daily, *Newsday*, on October 6. The first class will start in January.

The year-long program prepares students, most of whom are recent high school graduates, for entry level jobs as in CAD drafting. Probably the biggest reason for the strong response to GDSI's course offering is that these jobs offer starting salaries of $20,000 and more, says Cincotta. "There's a tremendous demand for these people. That's why we got into this field."

The initial two-thirds of the course is taken by everyone, then the students specialize in such fields as architecture and electronics. Tuition is $6,895. ■



Getting A Foot Up. *Construction began the week of September 16 to add office space to Plant 2 in Bethpage. Over 12,000 square feet of prefabricated buildings are sitting on these footings.*

Plant 2 Filling Office Space Gap

It seems everywhere you look in Bethpage, there is construction underway. The latest activity is in back of Plant 2.

The prefabricated offices being erected outside this major manufacturing facility will give the Methods and Manufacturing Engineering (M&ME) group an additional 12,000 square feet.

The group, which has been working in Plant 2, is adding more people to the team. Grumman is also expanding the CADAM (Computer-Aided Design And Manufacturing) system with 26 more display scopes. These will take some of the space now occupied by the M&ME group.

Pl. 56 Donors Make TV Debut

Last month, four Grummanites with big hearts briefly became celebrities on the nightly news in Baltimore, Maryland.

The four – Larry Mathena, Dave Pickle, Alan Pietra, and Frank Small – were featured in a news segment on WMAR-TV, Channel 2. The story dealt with hemapheresis, a special type of blood donation that helps the gravely ill.

The four men work at Grumman's Glen Arm, Maryland, machine shop. They were videotaped as they underwent the one and one-half hour long donation procedure at the Johns Hopkins Hemapheresis Treatment Center. Small and Pickle were interviewed by reporter Susan White-Bowden, as was Glen Arm plant nurse Donna Bruneau.

Since 1977, Glen Arm has provided Johns Hopkins with 500 hemapheresis donations. At that time, the son of a Long Island Grummanite was treated for aplastic anemia at Hopkins. Several Glen Arm Grummanites volunteered, and the plant now has the largest industrial group in the Center's donation program. Of the 260 Grummanites there, 29 are regular pheresis donors – 12 percent of the work force.

"I was in here one day and some woman came in and was getting a transfusion," Pickle told White-Bowden. "And, you know, she just rolled over, looked at me and said, 'thank you.' Hey now, what can you say? It gives you a really good feeling all over."

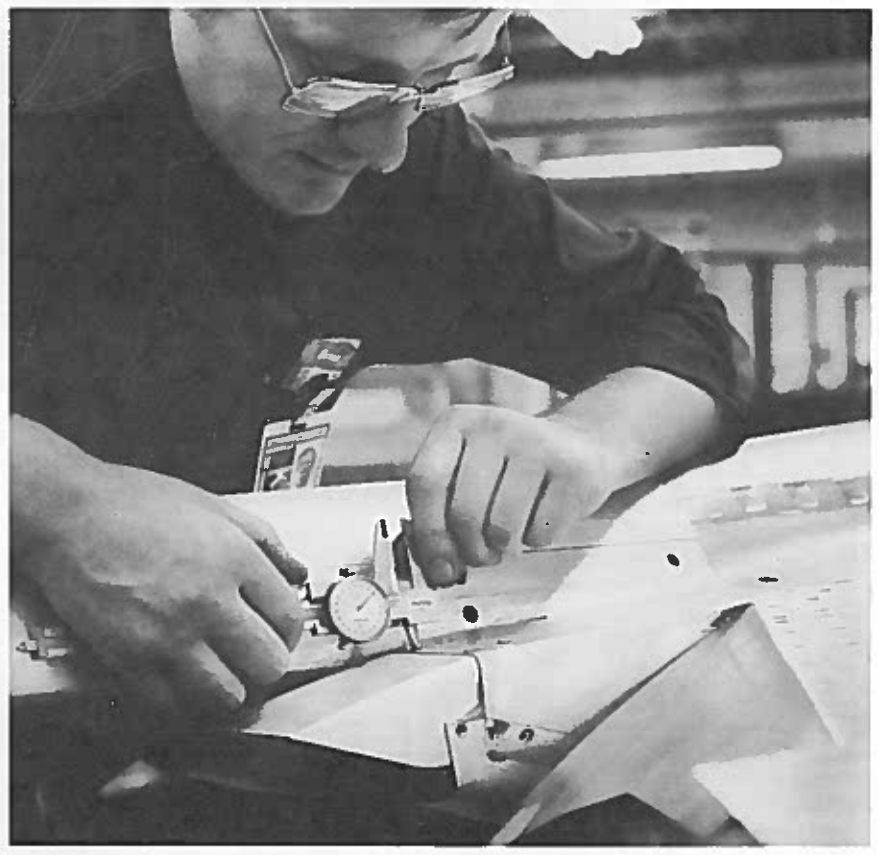
Glen Arm's two "champ" donors are Alan Showalter and Ed Eckenrode. They have donated 32 and 30 times, respectively.

During the procedure, blood is drawn from the donor into a pheresis machine, which centrifuges it to extract platelets and/or white cells, and returns the balance of the blood to the donor. About eight units of blood are processed and returned in this manner.

As in a regular blood donation, the donor only feels a sting when the needle is inserted. Otherwise, it's painless, and most donation centers have books, magazines, and a television for amusement. Also, the blood only passes through a disposable harness during a donation, eliminating the chance of infection.

Donations help leukemia and cancer victims, as well as other patients who require numerous transfusions and have developed antibodies against conventional blood products. Donors are matched by human leukocyte antigen (HLA) type to a specific patient or patients.

Grumman's blood program covering Long Island plants began its pheresis program last year, and about 45 Grummanites have donated thus far. If you would like to find out more about this type of blood donation, contact the Program at Ext. (111) 56451. ■



Measuring Advances. *Metal model maker Hans Siewertsen measures a hole in an advanced nozzle concept model called CDAF, or Configuration Design Aircraft Fighter. CDAF is a powered model, which means that high pressure air is forced through the model and out the exhaust. How the exhaust leaves the nozzle affects the way the air moves over the wing. Different exhaust nozzle shapes are tried, such as round ones, long and narrow ones, to see what shapes will make airflow over the wing more efficient.*

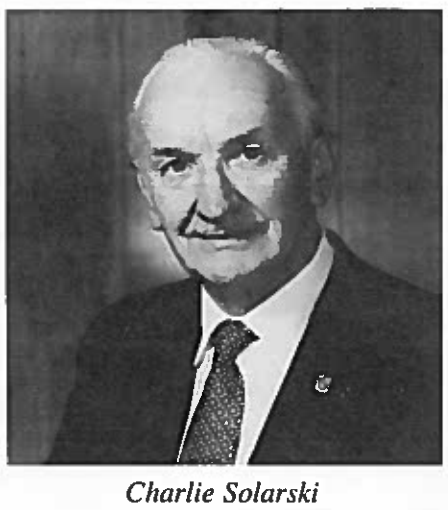
Solarski Dies At 76, Wore Badge Number 11

Charlie Solarski, affectionately known as "The Silver Fox," died on October 17 at the age of 76. He was one of 21 men who in 1930 joined the new Grumman Aircraft Engineering Corporation on Long Island. His permanent number was 11. He retired in March 1971.

He started his career in 1927 at the Loening Aircraft Engineering Company working with Roy Grumman and Jake Swirbul.

A specialist in powerplants, Solarski headed Grumman's Motor Department for 16 years and later supervised the Mallard and Albatross production, Subcontracts, Cost Reduction, Traffic, Fixed Assets, and Project Sterling.

Back in 1966, Solarski offered his advice to fellow Grummanites.



Charlie Solarski

"I've been a supervisor all my life at Grumman," he said. "Have respect for the guy who does the job. Ask him, 'should we do it this way?' When you're king of the roost, don't stay isolated."

"He was a true Grummanite," said retiree Bill Wange, who worked with Solarski on the Albatross program. "He was very authoritarian. He knew what he wanted and where to get it and how to get it done."

Grumman retiree Al Mead knew him about 35 years. "What a wonderful man. Charlie was so smart and had such an innate ability to do things beautifully. He was a very compassionate man," said Mead. "He'd go up to people who were doing something wrong and help them. He wanted them to be successful."

"Charlie could build anything – and build it well," said George Titterton, former senior vice president of Grumman Aerospace. "One time, the Navy wanted the Wildcat engines to be replaced in one hour. Charlie got two guys – one 5 feet tall and another 6 and a half feet – to work with him. The short fellow did the work on the bottom, the tall guy worked on top. They completed the job in less than 60 minutes. Charlie was ingenious."

Solarski lived in Massapequa (L.I.). He is survived by his wife Peggy, two sons, Gerry (who works at Great River Operations), Robert, and three grandsons. ■

Scholarship Deadline: Nov. 1

Applications for 1986 Grumman Science and Engineering Scholarships are still available. All Grumman sons and daughters who are high school seniors interested in engineering careers are eligible to compete. Application deadline is November 1.

Each year, Grumman awards a minimum of 12 scholarships. In 1986, the company will increase its yearly grant to $5,500 per student. Approximately half of the scholarships go to sons and daughters of Grummanites all over the country; the remainder to Long Island high school seniors.

Scholarship winners are also offered summer employment and a permanent job with Grumman after they graduate college.

Applications are available in Field Base Administration Offices across the country, and at high school guidance offices on Long Island. For more information, contact the Scholarship Office, (516) 575-2682, or Ext. (111) 52682. ■

Personals

I would like to thank all my friends and co-workers at Grumman for their kind expressions of sympathy during the recent loss of my husband Bob. **Loretta Smith**

We wish to thank all my friends in Plant 30 and ESO for their kind expressions of sympathy during the recent loss of my mother. **Andy DiMarco and Family**

On behalf of our entire family we would like to convey our deep appreciation to all our friends, co-workers and ESO for their thoughtfulness and sympathies expressed during the recent loss of our mother. **Joan Giambalvo, Charlene Gelardi and Liz Coogan**

My family and I wish to express our sincere thanks and appreciation to my friends and co-workers for their kind expressions of sympathy during the recent loss of my father. **Diane Bryers**

I wish to express my sincere appreciation to my friends, co-workers and ESO for their get well expressions during my recent illness. **John Culleton**

Many thanks to Grumman's ESO, Stuart, Norfolk and to all my friends and co-workers for their kindness and generosity during the recent loss of my wife. God bless you all. **Louis Parrella and Family**

To all my co-workers and friends at Grumman: your kindness and sympathy are more deeply appreciated than any words of thanks can ever express. **Rudy Mahler and Family**

My family and I wish to express our appreciation to all my friends, co-workers and ESO for their kind expressions of sympathy during the recent loss of my mother. **Joe Tufaro**

Obituaries

James J. Gerowin, Crew Systems/Equipment Integration, Plant 40, died September 13 at the age of 24. He had been with the company since July and resided at 56 Shoreham Rd., Massapequa, N.Y..

Michael P. Smith, Central Storage & Retrieval, Plant 2, died September 25 at the age of 60. He had been with the company since 1952 and resided at 12 Lindmouth Rd., Malverne, N.Y.

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Making More Room For More Work

New buildings being built to support A-6F and F-14D programs at Calverton

The building boom is on at Calverton Operations on Long Island. A number of new hangars, lab and office buildings are being constructed at the final assembly and flight test facility on Eastern Long Island.

Joe Tagliavia, manager of Administration-Calverton Operations, says the new space is essential to Calverton's future. "We've been growing steadily for some time now, but winning the F-14D and A-6F development contracts means that we'll be growing at an even faster pace."

Tagliavia points out that much of the design and development work on the A-6F – as well as final assembly and testing of both the Intruder and Tomcat – will be done at Calverton.

The walls are already up on a new A-6F lab building, which includes a radar laboratory and engineering offices. The new complex is behind the TRAM building and will be attached to the existing A-6 weapons support laboratory.

'There is only so much you can do with temporary trailers.'

"The new Intruder lab will be similar to the F-14 lab in Bethpage," says Joe Norton, A-6 lab manager. "We'll be doing the same kind of development and design work here in Calverton for the A-6F. In fact, we'll be using the same computer hardware and software for common systems in the two aircraft.

"We hope to be in the lab by this November," says Norton, "so we can start installing all the computer hardware and subcontractors' subsystems."

Sitting on steel pillars 70 feet above the new lab is the A-6 radar penthouse which will contain design and test equipment for the A-6F radar. It is connected to the main lab below by an elevator. Because of its height, the structure had to be relocated from one end of the lab to the other – out of the Plant 7 flight tower's line-of-sight. Radar equipment for the penthouse will be installed in the third quarter of 1986.

Also attached to the new development lab is a two-story office building that will be ready by next spring. The 75,000-square-foot structure will house about 360 people associated with the A-6F program, including representatives of the Navy and various subcontractors.

At Calverton Operations, office space is at a premium.

"The number of office personnel has been increasing steadily over the years while the available office space has not," says Tagliavia. "There is only so much you can do with temporary trailers."

According to Tagliavia, the second floor of Plant 6 is a particular trouble spot. "We've eaten up a great deal of valuable shop-floor space with offices up there. Now, with the F-14D and A-6F programs coming in, we'll need that area back."

A 14,000-square-foot expansion of Plant 8 will solve at least part of that shortage. The addition will house the Measurements and Standards Lab and several other groups which currently occupy offices on the Plant 6 second floor.

In addition to more office space, the A-6F and F-14D contracts will also require additional shop area. To fill that need, a large parking lot adjacent to Plant 7 will be replaced by two 140-foot by 140-foot hangars and an attached support building – the Aircraft Development Support Building (ADSB).

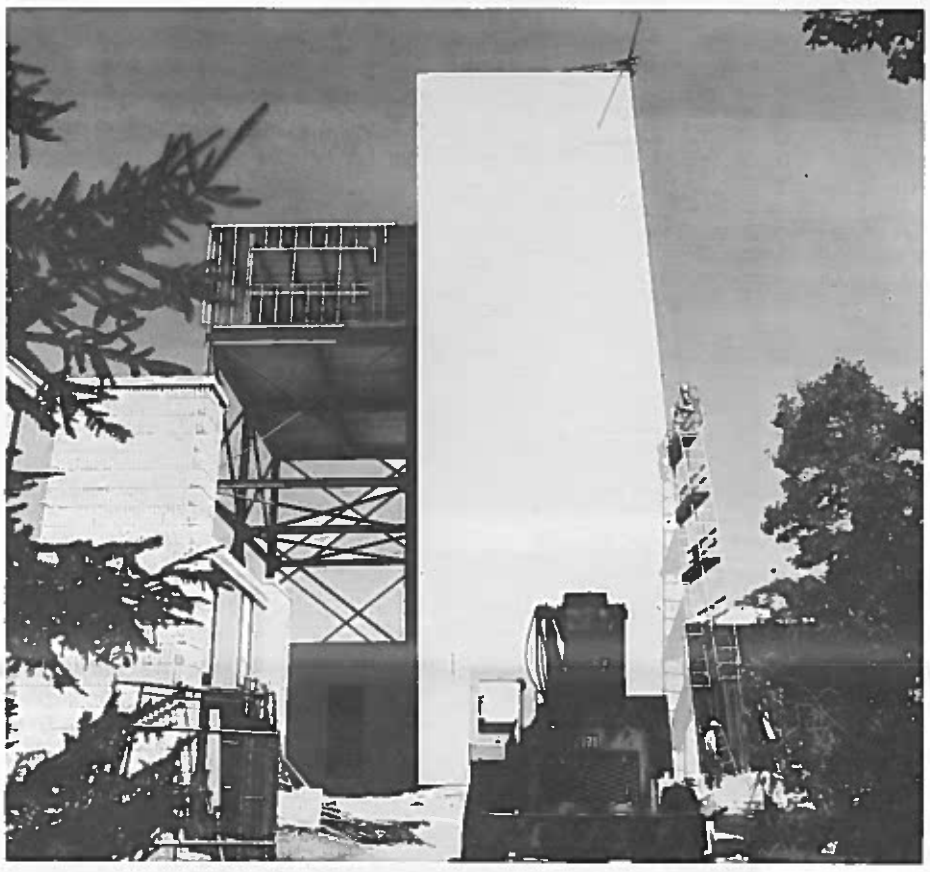
The ADSB will house a 4,000-square-foot avionics test facility with equipment designed to check out all F-14D and A-6F common avionics. A 300-foot-long cable will be connected to the avionics test computers and can be hooked up directly to the aircraft black boxes.

'It's just a matter of keeping up with the work load.'

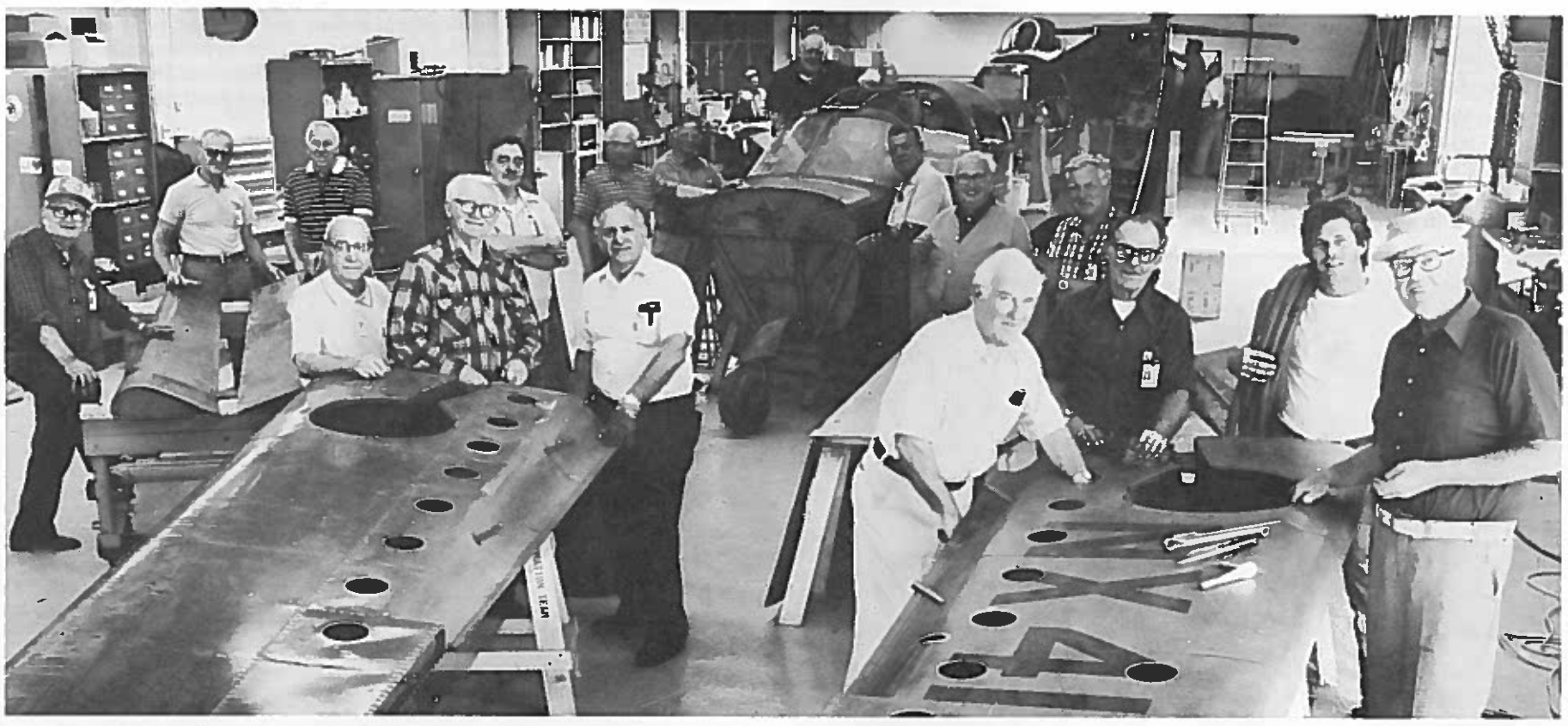
"This way we can run our tests without having to remove the black boxes from the aircraft," says Tagliavia. "It saves a great deal of time and expense – especially on the F-14D where we would otherwise have to send the boxes back and forth to Bethpage."

Grumman is spending $4.4 million on the two Plant 7 hangars and over $2 million for the Plant 8 expansion. The A-6 complex and the ADSB are being funded through a lease-back agreement with the Navy.

The current building boom is only the beginning. "It's just a matter of keeping up with the work load," says Tagliavia. "As the contracts continue to come in, the buildings will continue to go up." ■



Building Up And Out. *A 70-foot tall radar 'penthouse' is going up above a new Intruder lab building under construction at Calverton Operations on Long Island. The final assembly and flight test facility is getting several new hangars, labs and office buildings to house work for the upcoming A-6F and F-14D programs. (Photo by Gerry Costello)*



Cat's Meow. *The Retirees' Restoration Team's newest project is this Grumman Kitten – the only one of two built that's still in existence. Made after WWII for a market that never materialized, it was given to Cornell University, which returned it about 10 years ago. Restoring it for the Cradle of Aviation Museum on Long Island are: (from L) John Milli, George Burkhardt, Walter Jankowski, Otto Felser, Ed Erichsen, Joe Accolla (front), Art Romeo (behind Joe), John Zockoff, Augie Ripp, Walter Szatkowski, Bob Giles, Bill Wange, Fred Meiners, Joe Bosch, an unidentified visitor and John Wichmann. Working on a Cougar in the background are Joe Oliver, John Eigenbrodt, Sid Steele and George Petrilak.*

Where Far-Out Concepts Are Down To Earth

Take one step into the Space Station mockup room behind Plant 5 in Bethpage, and you can easily launch yourself into a 21st Century daydream. It's a wonderful place to relive childhood's Flash Gordon adventures.

But the mockup room is no playground. It's a place for serious engineering design. The room contains life-sized mockups of Grumman's living and work module designs for the proposed Space Station. A step through the door is a step into the future.

The room houses several mockups made of plywood and foam-board. From the outside, these mockups look like 14-foot diameter pipes for the Alaskan pipeline. One of the most eye-catching is the habitation module. Grumman is responsible for its design as a member of the Work Package No. 2 team led by Rockwell International.

Inside the white habitation module are all the comforts of home. "We're trying to make everything very homey," says Bill Wenzel, a crew systems engineer who's in charge of the mockup room. "In the living quarters, there are a washer/drier, dishwasher, and pantry."

The pantry will be open 24 hours a day on the Space Station, since the astronauts will most likely be working in shifts. "Astronauts can dine on filet mignon as often as they want – as long as they input into the computer what they eat. In space, you have to keep as tight an inventory as possible," continues Wenzel. "They wouldn't want one astronaut to cut in to the filet mignon ration of another."

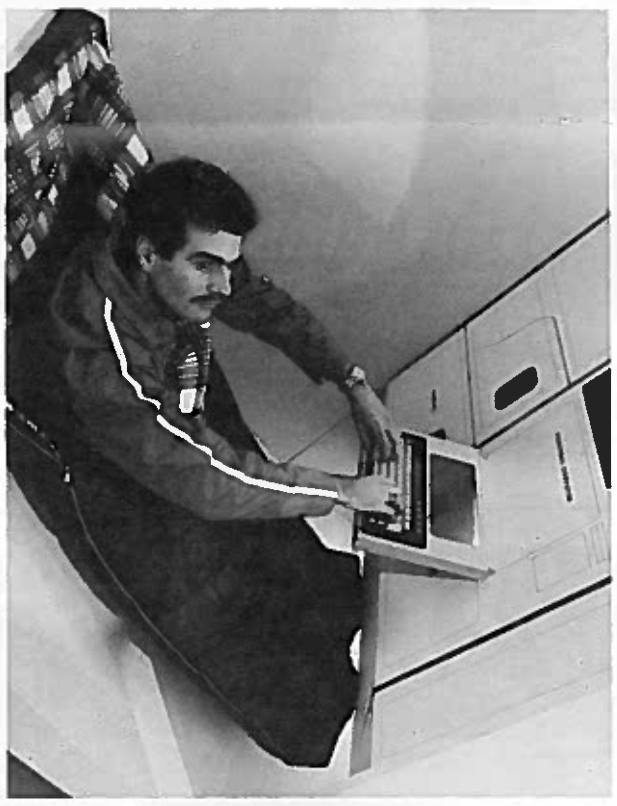
Determining how men and women will live in space is a step-by-step process. "Sometimes we pick up things in our models that we didn't see in our drawings," says Wenzel. "And when you go from models to full scale, you pick up other things. It might be that the shower is bigger than you really need, or the sleeping quarters are too small."

Grumman engineers also don't want astronauts to roll out of bed and hit the ceiling, as they could easily do in the weightlessness of space. "Astronaut Sally Ride said, 'it's nice to have the security of being in a sleeping bag in space. It's a sense of being in gravity,'" Wenzel explains, as he points to an upright sleeping bag nailed to the wall with a bald-headed dummy lounging inside.

The rooms also have a stereo and the ever-present computer terminal.

Astronauts are a stellar source of design ideas. And Ride's suggestion is a good example.

"Take windows," says Wenzel. "Astronauts have said they needed them for long duration flights. They want to be able look out the window and see the earth every now and then." ■



Way Out Lifestyle. *Hard at work in the Space Station habitation module (above) are 'astronauts' Glenn Irwin (foreground), Ron Bo and their mannequin friend. In this chamber, astronauts will do their eating, exercising and other mundane chores. This module mockup represents Grumman's 'Central Core' design. Most of the equipment is stored down the middle of the cylindrical module. There are removable storage bins along the outer walls. Designers believe this setup might make it easier to repair meteor damage to the bulkheads. At left, Ron Bo is shown in the astronaut's home away from home in Grumman's mockup of a Space Station sleeping quarters. Below, architect Marilena Serban gives mannequins the human touch. These dummies add realism and scale to Grumman's mockups. Serban works for the architectural planning firm Warner, Burns, Toan and Lunde, a member of the Rockwell-led Work Package No. 2 team. (Photos by Bob Settles)*

Talk By The Team Leader. *On October 1, Seymour Rubenstein, Rockwell International's Space Systems Division president, met in Plant 5 with Grummanites who work on the Space Station program. He visited Bethpage to see Grumman's concepts for the Space Station habitation module, which is now in mockup form. Grumman is responsible for this module, as well as the command and control station, extravehicular activity and heat rejection systems as a member of the Rockwell-led Work Package No. 2 team.*

Change Of Pace: Stuart Team Comes North To Tackle New Job

BOHEMIA, L.I – Jeff Radcliffe wonders where on Long Island he can get a good buy on a heavy winter jacket.

Radcliffe, an assembler/riveter who normally works at Stuart Operations in Florida, is working on Long Island. He's on a 20-member team from Stuart Operations that has been working for the past few months, at the Corporate Development Center (CDC) here. The team has been starting up the Gulfstream IV/Fokker 100 subcontract job, which will move to Stuart next year.

With winter approaching, Radcliffe and some of the others are understandably apprehensive. The warmest clothing one can expect to wear in balmy Stuart is a heavy flannel shirt.

Just after Labor Day, the crew delivered its first prototype to Gulfstream Aerospace in Savannah. The weeks before the deadline were even busier than usual at the CDC.

"Some of us were working 15 hours a day during the last week," says Werner Haberstroh, leadworker on

Rounding It Out. *Ron Courtney checks out his drill work on a nacelle subassembly. (Photos by Bob Settles)*

the team. "Even before that, the pace was fast – usually 12 hours a day, six days a week."

This is Haberstroh's first visit to New York. "We've been staying at hotels, so we don't have to cook or clean for ourselves," says Haberstroh. "That helps. The living is hassle-free, so you end up putting the necessary extra time into your job."

One Grummanite opted for something different: foreman George Ledoux drove his Winnebago motor home up last spring and encamped at a Greenport recreation vehicle park.

Business travellers seem to fall into two categories. For some people, a trip anywhere becomes a real adventure. They seek out local cuisine, popular watering holes, and new friends. Others view travel as a mere necessity. These accidental tourists – to borrow the title of a current bestseller – are quite content with room service and dependable fast food.

Bill Thompson, a quality inspector on the team, is unquestionably the former type. He enjoys his visits to Long Island – he's been here twice before. Thompson has relatives in East Meadow who have a weekend house at Montauk. Between visiting them and all the other friends he's made during his two previous assignments, he rarely gets homesick.

"A lot of people just work their long hours, and go back to their hotel and never get out," he says. "You really have to make that extra effort to get out after work. You can get depressed very easily if you don't."

Surprisingly, the team has no native Floridians. The accent of a few gives them away as transplanted New Yorkers; most sound like natives of the Midwest or other parts of the South.

"The traffic here is worse than L.A.," says Larry Miller with a note of authority. He used to work just north of L.A. at Grumman's Pt. Mugu Operations.

Ed Turner's wife flew up recently and the couple visited Manhattan for the first time, taking in all the proper tourist haunts: the Empire State Building, Madison Square Garden, the Statue of Liberty, and Central Park.

"What impressed me the most," he says, "is that a city as big as New York has a park that size. I really enjoyed it . . . all the people around, hanging out, having a good time."

Ron Courtney and Jeff Radcliffe are outdoors enthusiasts, so the two of them drove to the Adirondacks one weekend. "Before I came up here, I thought of New York as one big city," says Courtney. "But there are a lot of open wildlife areas close by."

They've also driven into New York City several times. "The city is amazing . . . I can't believe there are that many people out, walking around, at 2 or 3 a.m.," he says.

These Grummanites have formed a friendly, tight-knit team. That has paid off, both at work and after hours.

"It helps that we all get along very well," says Radcliffe. "Most of us have worked together before and we know each other's capabilities. We help each other out."

"We've managed to stay on or ahead of schedule," says Thompson. "That's partly because as soon as any problems come up, they are ironed out quickly. Whenever there's a stumbling block, we have no problem getting it solved. It's been a smooth operation overall . . . even better than expected." ■

Getting It Together. *Jeff Radcliffe rivets an aft cowl part for the G-IV nacelles. The crew from Stuart has moved temporarily to Bohemia to begin the Gulfstream IV/Fokker 100 subcontract job.*

Gulfstream Unveils Latest Jet-Setter

The first Gulfstream IV executive jet was recently rolled out and flight tested at the Gulfstream Aerospace Corporation's Savannah, Georgia, facilities. Grumman built the new Gulfstream IV's nacelles and thrust reversers.

Grumman is producing 270 shipsets of nacelles and thrust reversers under a $160 million contract from Gulfstream and Fokker, B.V., of Amsterdam, the Netherlands. Gulfstream will get 140 shipsets; Fokker will receive 130. Both aircraft feature the first new engine developed by Rolls-Royce in over a decade – the quiet, fuel efficient Tay.

The G-IV's first nacelles and thrust reversers were made at the Corporate Development Center (CDC) on Long Island by a Grumman team; some members are on temporary assignment from Stuart, Florida. Design, development, and testing is being done at Bethpage, as well as some of the detail parts fabrication.

At the CDC, the first step is making prototypes. To the untrained eye, a final prototype might not look much different from the design on the original blueprints. But there are usually significant modifications made during these beginning stages. So startups are well-handled by the CDC; Grumman's engineering resources are close by.

Later, actual production will begin at Bohemia. The group will fine-tune the job – from work flows to tooling to the floor plan.

By early 1986, the program will move to Stuart. At its height, about 130 Grummanites at the Florida facility will work on the program, which is expected to run well into the Nineties. Delivery of the first production G-IV nacelle and thrust reverser will be in 1986. ■

It's A Beauty. *The Gulfstream IV executive jet was recently rolled out at the company's Savannah, Georgia, headquarters. Grumman is building nacelles and thrust reversers for the G-IV and the Fokker 100 passenger plane.*

One Grummanite's Typical United Way Week

Grumman's annual United Way campaign began on October 14 and ends November 1. It is estimated that between 5,000 and 8,000 Grummanites use the services provided by United Way-funded agencies in their communities each year.

The following is a fictional account of how the United Way touches the life of one Grummanite and his family. The characters and events depicted are fictional and any resemblance to real people or events is purely coincidental.

It was midday Friday and Grummanite John Doe was sitting in the waiting room at Good Samaritan Hospital. He had rushed to the hospital's emergency room after learning that his son had fallen playing soccer. John was relieved to find out his son only had a sprained ankle.

While sitting in the waiting room, John noticed a poster announcing the United Way campaign and reflected on the past week.

Early Monday morning, John had breakfast with his wife Mary and their two children, Sally and Jimmy. Afterwards, he dropped Sally off at the Variety Pre-Schooler's Workshop – a local United Way-supported school for children with special learning needs.

Sally's language development problem was diagnosed when she was three years old. Over the course of two years, the results were remarkable. Once a painfully shy and withdrawn child, Sally was becoming more outgoing – a smiling, happy girl like others her age. Her speech had improved sufficiently for her to attend regular public school next year.

Tuesday was Jimmy's day. Every Tuesday evening for the past year, Jimmy has waited at the front door for John to drive him to his Cub Scout meeting.

That same day, Mary worked as a volunteer at the Center for Handicapped and Retarded Children. Her neighbor's son has been undergoing therapy there for physical and mental handicaps he suffered from birth. Mary always marveled at how hard all the kids worked. Despite their handicaps, they strove to learn all they could.

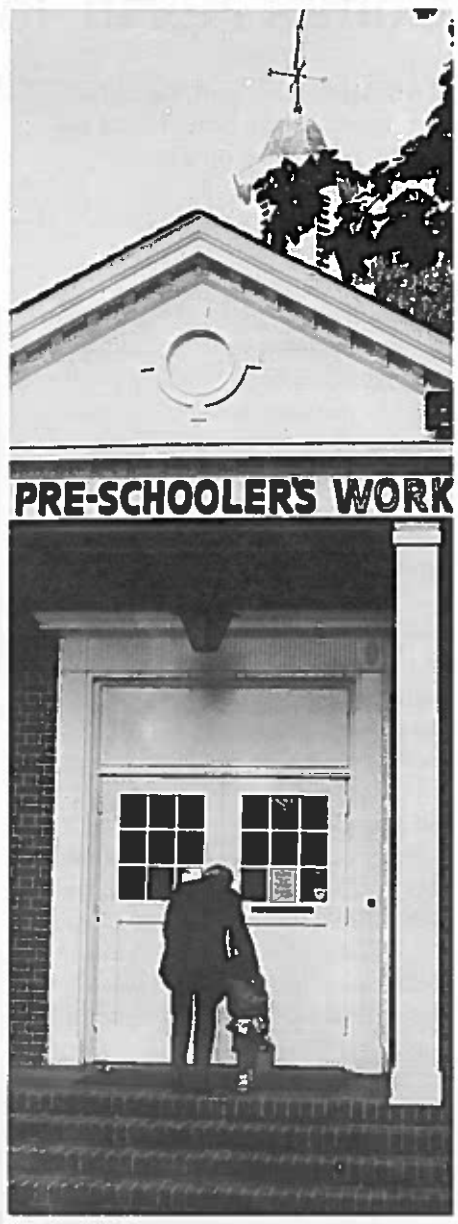
Mary was also greatly impressed with the patience and dedication of the teachers and therapists at the center. After two years of volunteering, Mary went back to school for a degree in special education.

Lunchtime on Wednesday, John stopped by the YMCA to play a hand of poker with his mother and her friends at the local senior citizens meeting. That night he returned to the YMCA with Mary and the kids for a swim in the community pool.

On Thursday, John spent his coffee break flat on his back, giving blood at his plant's blood services drive. Later that day, he spoke at the local high school's Career Day Seminar about the Economic Opportunity Commission of which he is a longtime member.

The busy but not unusual week for John and his family had included contact with no less than five United Way supported agencies. Many of his friends and neighbors make similar use of community services affiliated with the United Way.

Leaving the hospital with his son, John again noticed the United Way poster with its 1985 theme: "Caring Counts." Smiling to himself, he resolved to increase his weekly payroll deduction and encourage some of his fellow workers to do the same. It's a small investment, he thought, that pays big dividends . . . for everyone. ■



Touching So Many Lives. *United Way supports a variety of community agencies across the country. Over the course of a typical week, a fictitious Grummanite and his family visited a number of United Way affiliated agencies, including: (clockwise from bottom) a school for the mentally retarded; a senior citizens' center; and a pre-schoolers' workshop for children with learning problems. (Photos by Bob Sagliocca.)*

Service Milestones

35

Francis J. O'Reilly Jr., ILS Prog. Mgt. (1)
Charles Doerlich Jr., Sys. & Cont. (1)
Thomas McPartland, Avion. Inst. (5)
Michael A. Kopsco, Prelim. Des. (5)
Robert Milau, Maint. (12)
Joseph J. Weglarz, Insp. Mach. Parts (24)
Warren D. Rohde, P.A. Motion Pict. (25)
Chester Wilenski, Prog. Plann. Cont. & Budg. (25)
Margaret T. Wuestman, Invent. Plann. & Admin. (30)
Harvey J. Knopf, Struct. Des. (107)
Douglas V. Hutchings, Veh. Struct. Anal. (107)

30

William Creed, Fus. Joining (2)
Katherine M. Lennon, Bus. Mgmt. & Admin. (2)
Joan F. Poche, Indust. Eng. Mgmt. (2)
James C. Cotton, Mat'l. Coord. (2)
George Starr, Mat'l. Short. Cont. (2)
Edmund Boguta, Trans. (2)
Edward R. Rolko, Mach./Forg./Cast. (3)
Frederick Berger, Adv. Dev. (4)
Robert H. Weiss, Electro/Mech. Des. (5)
Gordon E. Downs, F-14 Comp. Inst. (6)
Harold J. Stanley, Qual. Lab. (10)
Edward T. Shumski, Metallurgical Engr. (12)
George Fikar, Whse. (21)
Henry Chodkowski, Cent. Rec. (24)
Anthony G. Stanziale, Mfg. Prog. Mgmt. (25)
Charles Ganassa, Proc. Plann. & Cont. (30)
Ahmed Sulton, Integ. Verif. & Vald. (35)
Robert C. Lecarpentier, Optic. & Dis. Equip. Des. (40)
Frank C. Russ, Sys. & Cont. (40)
George E. Slavik, Conf. Data Mgmt. (40)
Charles J. Gerchario, Mech. Detail & Finish (43)
Wanda Marcickiewicz, Corp. Officers Secy. (GHQ)

25

Richard W. Proffe, Sub-Assy. (1)
Charles J. Moskos, Final Assy. (1)
Robert Brummer, Govt. Mat'l. Cont. (1)
John T. Lewis, Maint. (1)
Robert J. Voelkel, Cont. & Mech. (1)
Norman K. Hildenbrand, Ctr. Sect. Sub Assy. (2)
James T. Dergin, Conv. Mach. (3)
John J. Payton, Static Test (5)
Frederick D. Knief, Marketing (5)
Harry Horner III, A6/EA-6B Fuel (6)
James J. McNeil, Corp. Inst. Sys. (7)
Joseph P. Callahan Jr., A6/EA-6B Sys. Test (7)
Danton L. Bos, Elect. Fab. (7)
Robert W. Liehr, Prod. Mgmt. 7)
Daniel J. Kenny, Source Insp./Test (6)
David C. Finnerty, Engr. Dev. Mgmt. (14)
David Anders, ILS Prod. (15)
Clyde G. Chadbourne, Plt. Protection (18)
James K. Yee, ILS Sys. Concept (25)
Joseph S. Havranek, Research (26)
George A. Muller, ILS Prog. Cont. Mgmt. (40)
Frank P. Intrieri Jr., Nav. & Cont. Equip. Des. (40)
Harry G. Higbie, Maint. (44)
George C. McGinn, Invent. Mgmt. (44)
Gerry Saffioti, Facilities (77)
Arthur R. Anderson, Finance & P.C.& B. (77)
Bernard Muller, Prod. (88)
Frank C. Bagatta Sr., ILS Prog. Cont. Mgmt. (112)
David A. Lavan, Adv. Proj. S&P Grumman Data (242)
William F. Roeckl, Airframe Sys. (267)
Elinor D. Monahan, Paymaster (GHQ)
William P. Strumbos, Patent Asst. (GHQ)
Dean Cassell, Corp. Dev. Center, Grumman Corp. (GHQ)
Bernard F. Chmiel, SE Graphic Sys., Grumman Data (GHQ)

R. W. Proffe

C. J. Moskos

R. Brummer

J. T. Lewis

R. J. Voelkel

N. K. Hildenbrand

J. T. Dergin

J. J. Payton

F. D. Knief

H. Horner III

J. P. Callahan Jr.

D. L. Bos

R. W. Liehr

D. J. Kenny

D. C. Finnerty

C. G. Chadbourne

J. K. Yee

J. S. Havranek

G. A. Muller

F. P. Intrieri Jr.

H. G. Higbie

G. C. McGinn

G. Saffioti

A. R. Anderson

F. C. Bagatta Sr.

D. A. Lavan

W. F. Roeckl

E. D. Monahan

W. P. Strumbos

D. Cassell

Foreign Policy Group Sets '86 Agenda

Do you love spirited debate? Then you may be interested in a program set to begin this January at Grumman.

It's called Great Decisions, and participants spend one evening a week discussing important world issues. It was first offered at Grumman last year. Three groups, totalling about 45 Grummanites, discussed such topics as the international debt, drug traffic, and world peace.

Tentative topics for 1986 include Central America; Star Wars and the Geneva talks; democracy in Argentina and Brazil; Israel and the U.S.; Third-World development; Pakistan and its neighbors; Europe and the U.S.; and the resurgence of religion in international affairs.

Great Decisions meetings are held nationwide under the auspices of the Foreign Policy Association (FPA), a nonprofit, nonpartisan organization dedicated to educating Americans about foreign policy. Over 250,000 people nationwide participate in its Great Decisions meetings, which are held at libraries, businesses, civic centers, schools and universities nationwide. The FPA has no government affiliation and takes no stand on issues.

Each participant receives a Great Decisions briefing book, issued annually. This book outlines some of today's most pressing foreign policy topics in concise, interesting language. Reading it is the participant's "homework." Each topic is then discussed in depth at the meeting, which typically includes 12 to 15 people.

After the discussion, participants record their opinions on a ballot, which is tabulated by the FPA. The results are published in an annual report distributed to the White House, State Department, Defense Department, U.S. Embassies, and the media.

All interested Grummanites are invited to participate by filling out the adjacent coupon and mailing it to Grumman International, A32-GHQ. ■

Grumman World Next Edition: November 8

Great Decisions Info

Please sign me up for the '85 Great Decisions program.

Name ..... Dept. .....

Mailstop ..... Ext. .....

Mail to Grumman International, A32-GHQ

GrummanWorld
October 25, 1985

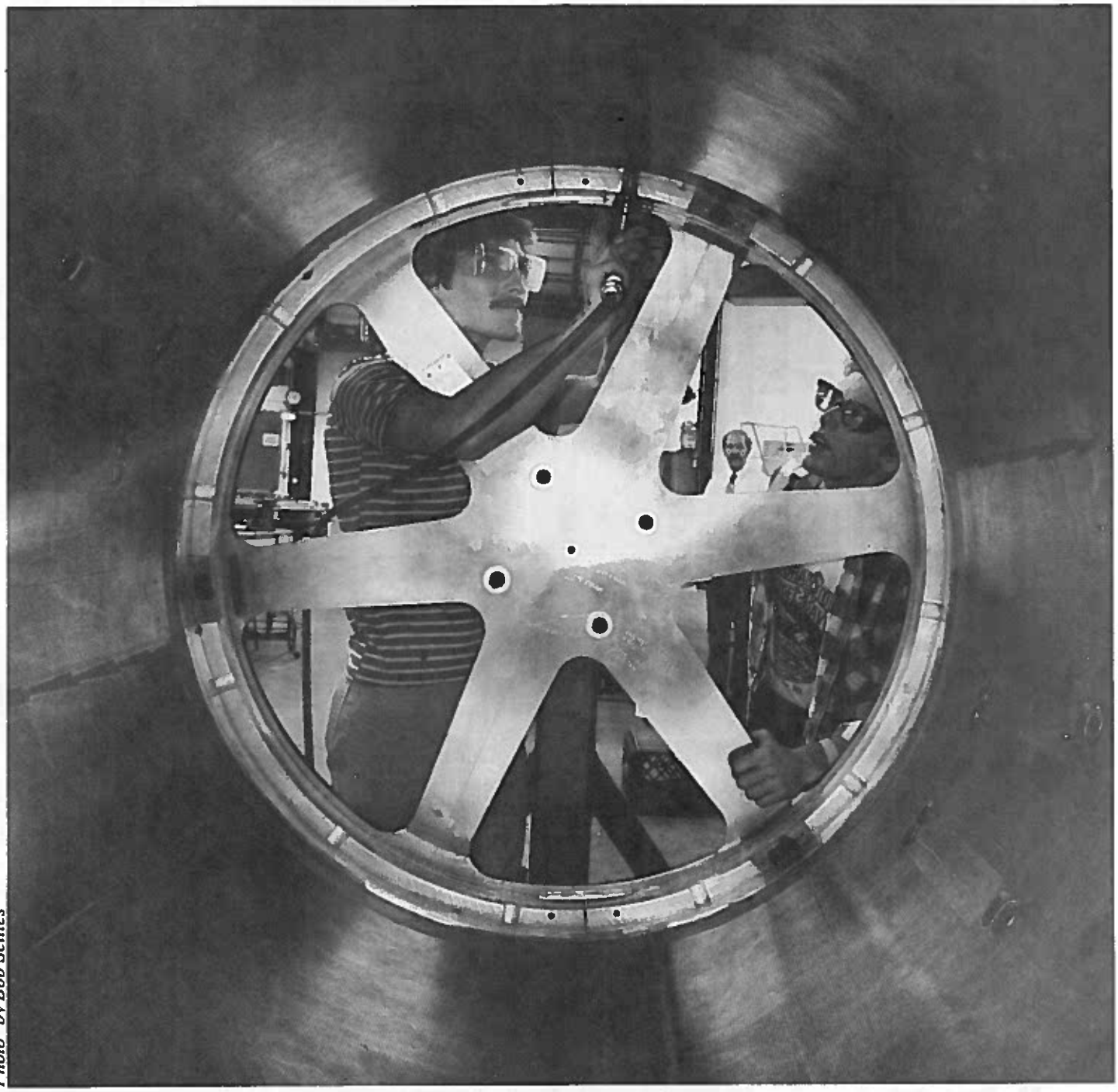


Photo by Bob Settles

Change Of Scenery For Stuart Team

Twenty Grummanites from Stuart Operations in Florida have been working in Bohemia these last few months. They've been starting up the Gulfstream IV/Fokker 100 subcontract job. The job moves to Stuart next year and will keep the production lines there humming into the next decade. Above, Lee Pierce (L) and Ron Courtney rivet a jet pipe for the G-IV aft cowl assembly. See article on page 5.

Rocky Assignment. *While we may be used to seeing photos of F-14s flying over water, Tomcat pilots spend plenty of time over land, too. Before going to sea as part of a carrier air wing, fighter and attack squadrons spend time training at Fallon Naval Air Station in Nevada. (Photo by Rich Breunig.)*

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